

**Change in time of Delhi-Bhubaneswar flight**

2127. SHRI PYARIMOHAN MOHAPATRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the occupancy rate in the Indian Airlines flights from Bhubaneswar to Delhi and Delhi to Bhubaneswar during the last one year;

(b) the reasons for which the convenient time in the morning and the evening are not being considered inspite of repeated demands;

(c) the numbers and names of State capitals which face similar inconvenience/discrimination as Bhubaneswar in respect of flight timing; and

(d) whether the Indian Airlines now consider changing the timings to enable passengers to get back to Delhi/Bhubaneswar within 24 hours considering that other airlines have started competing on the same route?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Occupancy rate in Indian Airlines' flights from Bhubaneswar to Delhi and Delhi to Bhubaneswar during the last one year was 73.7% and 73.5% respectively.

(b) Due to aircraft capacity constraints, Indian Airlines is unable to re-schedule its flights in the morning and in the evening.

(c) Indian Airlines' flights are operated without any bias or favour to any station. Indian Airlines plans an integrated schedule of operations based on market requirements and priorities of the airline *vis-a-vis* availability of resources. Indian Airlines does not operate both morning and evening flights from Delhi to Bagdogra (for Sikkim), Chandigarh, Guwahati, Imphal, Jammu/ Srinagar, Raipur, Patna, Ranchi, Trivandrum, Shillong, Aizwal, Dimapur, Agartala, Port Blair, Agatti, Shimla, Dehradun and Itanagar.

(d) Indian Airlines has presently no plans to change the timings of Delhi-Bhubaneswar flight.

**New applications for operation of scheduled airlines**

2128. SHRI C. RAMACHANDRAIAH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government propose to formulate set of guidelines which

will make it mandatory for new and existing companies to disclose funding for aircrafts they plan to acquire/on lease;

(b) if so, the details in this regard;

(c) whether it is a fact that some airlines are not operating on sound financials and showing losses; and

(d) what are the total number of applications pending as on 31 st October, 2006 for more than six months seeking approval for schedule airlines license with the reasons for delay?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION  
(SHRI PRAFUL PATEL): (a) and (b) No, Sir.

(c) Some airlines have reported that they are incurring low profit and even losses. Some losses particularly during the initial years of operation are factored-in by airlines in their business plans and are due to high startup costs. Other reasons indicated by airlines for incurring low profits are high ATF cost, decline in yields due to increased competition etc:

(d) At present 9 applications for grant of NOC to operate Scheduled Air Transport Passenger Services are pending for more than six months. The proposals are under examination in terms of financial viability, project feasibility, profitability analysis and analysis of the business plan.

### **Completion of Bangalore international airport project**

2129. SHRIMATI PREMA CARIAPPA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the work of implementation of Bangalore International Airport Project is progressing satisfactorily;

(b) if so, the details regarding the progress work of the runway, terminal building, construction of Air Traffic Control Tower, Communication system, IT system, safety and security-system etc.;

(c) if not, the reasons therefor; and

(d) what is the target set-up for completion of the work and functioning of the airport?